

BOSTON PUBLIC LIBRARY



3 9999 06584 212 0

~~GOV. DOC.~~

9387

.9744a18

1950-53

No. 9387.9744218

6-8

1950-53





* 938 2974418

194-7/50

Nos. 6-8

1950-53

No. 2078

HOUSE

The Commonwealth of Massachusetts

SIXTH ANNUAL REPORT

OF THE

PORT OF BOSTON AUTHORITY

TO THE

GENERAL COURT

UNDER CHAPTER 619 OF THE ACTS OF 1945

NOVEMBER, 1950

BOSTON

WRIGHT & POTTER PRINTING CO., LEGISLATIVE PRINTERS

32 DERNE STREET

1951

9246
11
1/10/51

February 29, 1956
*9387.9744A18

Nos. 6-8

1950-53

211 E 164 MCH

The Commonwealth of Massachusetts

THE COMMISSIONERS OF THE PORT.


Hon. JAMES R. NOLEN, *Chairman.*

ALEXANDER MACOMBER.

GERALD HENDERSON.

WALTER McDONOUGH.

BERNARD R. BALDWIN.



Digitized by the Internet Archive
in 2010 with funding from
Boston Public Library

The Commonwealth of Massachusetts

THE SIXTH ANNUAL REPORT OF THE PORT OF BOSTON AUTHORITY TO THE GENERAL COURT.

The sixth annual report of the Port of Boston Authority, established by chapter 619 of the Acts of 1945, which amended chapter 6 of the General Laws and further amended the General Laws by inserting chapter 91A, is herewith presented to the General Court.

The period covered is from July 1, 1949, to June 30, 1950. The report procedure of the Authority was changed in 1947 to cover the fiscal year rather than the calendar year.

The Authority began the period covered under the direction of the following Commissioners: Hon. James R. Nolen, chairman, Alexander Macomber, Walter McDonough, Gerald Henderson and Lorus U. Edgehill.

His Excellency, Governor Paul A. Dever, on July 27, 1949, appointed Bernard R. Baldwin of Newton to replace Commissioner Edgehill, whose term had expired.

PORT COMMERCE.

The total water-borne commerce of the Port of Boston, as compiled from official sources, is given below. Figures are stated in net tons of 2,000 pounds. The data are provisional.

YEAR.	Total Tons.
1949	16,903,321
1948	18,317,356
1947	18,502,902
1946	15,008,334

The breakdown of 1949 tonnage is:

	Tons.	
Imports	3,457,503	
Exports	443,337	
Total foreign	—————	3,900,840
Domestic:		
Inward	9,973,219 ¹	
Outward	645,957	
Total domestic	—————	10,619,176
Intraport		1,307,382
Grand total		16,903,321

Import and Export Traffic (in Short Tons).

YEAR.	Imports.	Exports.	Total.
1949	3,457,503	443,337	3,900,840
1948	2,833,989	360,734	3,194,723
1947	3,252,692	538,625	3,791,317
1946	2,819,722	428,950	3,248,672

Freight Cars Unloaded.

[Source: Car Service Division, Association of American Railroads.]

YEAR.	Grain.	Other Export.	Coastal.	Total.	Change (Per Cent).
1950 (6 months)	1,240	872	925	3,037	—37
1949	4,869	1,994	1,683	8,546	10
1948	4,277	2,355	1,125	7,757	—29
1947	5,222	4,052	1,656	10,930	47
1946	3,814	3,613	— ²	7,427	—

Vessels entering Boston Harbor.

YEAR.	General Cargo.	Bulk Carriers.	Colliers.	Tankers.	Total.
1950 (6 months)	753	88	124	427	1,392
1949	1,329	206	268	762	2,565
1948	1,207	152	569	727	2,655
1947	998	153	449	600	2,250

¹ Includes bulk carriers.

² Not given.

The decrease in total port tonnage was chiefly in the domestic trade, which was 2,882,401 tons below the 1948 figure. This reflected the effects of the coal strike, which curtailed the coastwise movement of coal and caused a drop in collier arrivals of 301, or a decline of 53 per cent compared with 1948.

The import increase is found in the item of foreign petroleum, which exceeded the 1948 total by 611,499 tons. This is an interesting development which is being observed. So far, it seems to have had no adverse effect on the domestic tanker traffic. General cargo imports, however, fell off about 14 per cent, due in great part to continued unstable world trade conditions, and possibly, also, to the fact that foreign prices of some commodities had fallen out of line with domestic prices.

In the late months of 1949, devaluation of many foreign currencies sharply reversed the decline in imports, so that by December, 1949, the general cargo tonnage was running some 40 per cent over the corresponding period of the previous year. While this did not take place soon enough to help greatly the comparative tonnages, the trend upward has continued into 1950, and, other things being equal, would result in a heavily increased total for the current year.

As examples, wood pulp averaged 6,935 tons per month in 1949, but has averaged 19,491 tons in the first four months of 1950. The wool averages, for the same comparative periods, grew from 8,874 tons to 15,748 tons; hides and skins, from 2,021 tons to 3,352 tons; coffee from 2,946 tons to 3,145 tons; and cocoa beans from 1,590 tons to 3,032 tons.

The export increase was mostly in grain, although general cargo remained about even with last year. According to computations from data released by the U. S. Department of Commerce, exports for the nation as a whole fell off about 18 per cent, and for Atlantic Coast ports about 21 per cent. While over-all figures for the first half of 1950 are still incomplete, preliminary estimates show a sharp drop compared with 1949. That this condition is common to all ports is indicated by

the following tabulation, showing percentage changes in terms of cars unloaded:

YEAR.	Boston.	New York.	Phila- delphia.	Balti- more.	New Orleans.
1950 (6 months)	—37	—34	—50	—45	—28
1949	+10	— 8	+ 9	+21	—22
1948	—29	—25	—41	—22	— 8
1947	+47	+ 6	43	+37	+54

In view of the existing world situation, no forecast for the future would be profitable at this time.

STEAMSHIP SERVICES.

Up to the present, steamship services have been maintained at a constantly improving level. Arrivals of cargo vessels in liner service, which in 1948 were 1,207, grew to 1,329 in 1949, and should exceed 1,500 in 1950 if the present rate is maintained.

New services, not noted in previous reports, are the Prudential Line to the Mediterranean, the Clipper Line to Cuba and Mexico, and the Holland Interamerica Line to the east coast of South America. The Cunard Line brings in fortnightly its "Parthia" and "Media" to unload and to receive cargo.

In the domestic field, the Newtex Line has commenced operations to and from Texas ports, while the Pan-Atlantic Line, now operating between Boston and New Orleans, is contemplating an extension to Texas.

Effective July 7, 1949, the Black Diamond Line began acceptance of export cargo on all its weekly sailings from Boston to Hamburg and Bremen in addition to the previously served ports of Antwerp, Amsterdam and Rotterdam.

On August 6 the International Freighting Corporation announced that they would accept exports at Boston for Brazil, Argentina and Uruguay.

One of the most needed water services to and from the Port was established September 21, 1949, by the Clipper

Line between Boston, New York, Havana, Cuba, and Vera Cruz and Tampico, Mexico.

This bi-weekly service by fast motor vessels was the result of much research work by the Port Authority.

Having been unsuccessful in its attempts to induce New York steamship operators, who served this area, to include Boston as a port of call, the Authority on August 4, 1949, mailed 800 questionnaires to exporters located in New England, up-state New York, and the Midwest, requesting that they furnish the Authority with their total export tonnage for the year 1948 to 20 ports in 12 countries in the Caribbean area, which they would consider routing via Boston if steamship service was made available.

Of the 132 shippers who responded to this questionnaire, only 67 (all New Englanders) had any exports to these 20 Caribbean ports.

However, the total combined tonnage and its revenue-producing value when presented to the Clipper Line was sufficient to induce them to establish a regular bi-weekly service to the ports of Havana, Vera Cruz and Tampico.

Aided by the Authority's direct mail advertising and personal solicitation, the first sailing on September 20 was successful, and all others since then have continued to increase in tonnage and revenue.

The Authority has in its files many letters from shippers expressing their appreciation and testifying that the establishment of this service permitted them to reduce their export prices and thus participate in Cuban and Mexican markets, which had always been monopolized by competitors located near ports which had steamship service.

To date, most all the exports moved by this service originate in New England. Some cargo now originates in Canada and the Midwest, and efforts are being extended to increase these exports from the hinterland so that the port can offer a sailing every week.

Already, one large Midwestern manufacturer has shipped a part of a large order of railroad equipment and will continue to ship on each sailing. But of greater im-

portance to the economy of Massachusetts, this Mid-western shipper will have his entire shipment of approximately 1,800 tons manufactured in the port area, thus providing many additional man-hours for labor.

Having learned that he can operate in foreign markets less expensively from Massachusetts than from the Midwest, he plans to manufacture his next South American contract for approximately 5,400 tons in his Boston plant.

The Concordia Steamship Line, with the first sailing of the S. S. "Samuel Bakke" on November 18, entered into the Mediterranean service with direct regular sailings to Genoa, Naples, Iskenderun and Piraeus.

The Prudential Steamship Corporation of New York, who had been considering establishing a regular service from Boston to the Mediterranean, started with an experimental sailing on December 5 — the S. S. "Ines" direct from Boston.

The Staubo Line continues to sail direct from Boston, and the American Export Lines have increased their calls at Boston, so that we now have an American Export ship every other day.

As a result of a meeting, in November, 1949, of Port of Boston Authority representatives and officials from London, New York and Boston offices of Cunard Steamship, a regular freight service between Liverpool and Boston was inaugurated with the sailing from Boston of the S. S. "Parthia" on February 1, 1950, followed by the S. S. "Media" on February 15, with these two vessels furnishing a bi-weekly service from Boston and New York to and from Liverpool.

Both the "Parthia" and "Media" can carry about 7,000 tons of general cargo, including refrigerated freight, and their rapid ocean crossings appeal to New England importers and exporters.

Pan-Atlantic Steamship Corporation included Pensacola, Florida, in the weekly service to the Gulf, as of March 21, 1950. This affords New England shippers

another reduced rate service with 13 transit days southbound and 9 days northbound.

At the suggestion of the Port of Boston Authority, the Clipper Line, which has been serving Boston to the ports of Havana, Tampico and Vera Cruz, included Progreso, Mexico, as a port of call.

Establishment of bi-weekly service from Progreso to Boston resulted in an immediate diversion from the port of New York to Boston of substantial imports of sisal fiber for the accounts of several New York sisal brokers who sell to U. S. Bureau of Federal Supply for stockpiling.

The lines operating in the intercoastal trade, which in 1946 averaged 8,490 tons per month, recorded a monthly average in 1949 of 15,053 tons, while for the first four months of 1950 they showed a similar average of more than 19,000 tons.

EXPORT GRAIN.

This commodity is still largely under government control, although there has been a slight revival of commercial transactions. Boston's exports of grain have been as follows:

YEAR.	Bushels.
1950 (6 months)	2,748,241
1949	9,430,248
1948	7,651,114
1947	9,356,565
1946	8,535,158

Owing to changes in foreign demand, a lesser need for relief shipments and certain changes in government policy, grain exports for 1950 are running below the performance of previous years. While the volume should improve later in the year, the total exports will probably fall below the high mark of 1949.

PASSENGER TRAFFIC.

The volume of passenger movement to and from foreign ports as compiled from official sources was as follows for the year 1949:

	Aliens.	Citizens.	Total.
Inbound	32,343	14,509	46,852
Outbound	1,572	2,006	3,578
Total in and out:			
1949	-	-	50,430
1948	-	-	22,003

FREIGHT RATES AND CHARGES.

The intensified competition between ports has required especial watchfulness during the past year, in order to insure that Boston's freight rate position should be protected so far as possible. The Authority initiated or took part in the following individual rate adjustments: —

Abrasives from Buffalo, N. Y.
 Abrasives from Westfield, Mass.
 Aluminum from Quebec origins.
 Bottles from Norwich, Conn.
 Copper cable from Rome, N. Y.
 Hay from New York state.
 Insecticides from Ohio.
 Burlaps to Buffalo, N. Y.
 Cotton to central territory.
 Naphthalene to Buffalo, N. Y.
 Nickel dross to Cleveland, Ohio.
 Starch to central territory.
 Tea to central territory.
 Stone to Vermont points.

The Authority also assisted in the adjustment of ocean rates on cotton waste to Rotterdam and Hamburg.

Because of the co-operation of railroad freight officials, it was possible to adjust almost all rate problems without the necessity of formal proceedings. In one instance,

certain rail carriers had announced that they would no longer assume terminal charges on various low-rated commodities which were switched to or from piers other than their own. The Authority requested a public hearing before the Freight Traffic Committee, New England Territory Railroads, and was able to obtain a satisfactory settlement. Other than this, there were no public or formal proceedings of any importance.

The proposal of eastern railroads, generally, to impose a new and separate charge for loading or unloading freight cars at piers, which was described in previous reports and which the Authority has consistently opposed, now seems unlikely to be revived in the near future, but measures to counter this are at hand should the subject again arise.

CONTACTS WITH PUBLIC.

The Traffic Division continued its practice of furnishing technical advice and assistance, as required by users of the port. It has proved helpful to the public, while it is additionally useful in supplementing the work of the Promotion and Solicitation Division in developing new business.

A telephone information service, constantly manned during business hours, is available for supplying data needed quickly, particularly with regard to vessel movements and locations. A survey of telephone inquiries conducted this year indicates that about 49 per cent of calls relate to ships calling at Boston, 17 per cent relate to ship movements at other ports, while 19 per cent are concerned with cargo-handling problems.

Membership has been continued in regional and national transportation bodies. The Authority is represented on the Executive Committee of the North Atlantic Ports Conference, the Intercoastal and Coastwise Committee of the New England Traffic League, the Port Facilities Committee of the New England Shippers Advisory Board, and in the National Industrial Traffic League. It

is likewise represented in the American Association of Port Authorities, and in the newly formed North Atlantic Ports Association, an organization likely to achieve considerable importance.

SAINT LAWRENCE SEAWAY PROJECT.

By vote of the Board, the Authority has reaffirmed its opposition to this project, and has continued its contact with the National Saint Lawrence Project Conference, a nation-wide organization in opposition. While it was not necessary to take part in any hearings during the past year, the Authority has assisted in handling certain New England phases of the matter and is prepared to present the Boston viewpoint before Congress when the time comes.

THE PORT OF BOSTON'S RANK AND SHARE IN FOREIGN TRADE.

[Source: Census Report FT-972, January to December, 1949.]

Boston maintained its rank of fourth position in consideration of value of imports during 1949, as compared with over 100 other ports throughout the United States, being exceeded only by New York, New Orleans and Philadelphia. On a basis of value of dry cargo vessel imports, Boston retained its third position after New York and New Orleans; and sixth position as regards tonnage. The port increased its share of tanker imports, but registered declines in its share of tonnage and value of imports by dry cargo vessels.

Considering total tonnage of exports, Boston rose from forty-fourth to thirty-sixth position, although on a value basis the port ranked thirteenth, or one below the previous year. It retained its rank of thirty-fifth for dry cargo export tonnage, but dropped down one to twelfth value position. The port's share of exports, on a tonnage and also a value basis, registered increases in all categories with pronounced gains in the tanker movement.

Boston's Rank in Water borne Foreign Trade.

[Compiled by the Boston Regional Office, U. S. Department of Commerce Field Service,
May 15, 1950.]

EXPORTS.

	TONNAGE.			VALUE.		
	1949.	1948.	1947.	1949.	1948.	1947.
Total	36	44	35	13	12	15
Dry cargo	35	35	35	12	11	14
Tankers	20	29	20	21	41	20

IMPORTS.

Total	5	5	5	4	4	3
Dry cargo	6	6	6	3	3	3
Tankers	5	6	3	7	6	7

Boston's Share in Water-borne Foreign Trade.

[Percentage of U. S. Totals.]

EXPORTS.

	TONNAGE.			VALUE.		
	1949.	1948.	1947.	1949.	1948.	1947.
Total	0.47	0.34	0.36	0.87	0.80	0.75
Dry cargo	0.45	0.37	0.32	0.88	0.80	0.75
Tankers	0.57	0.13	0.67	0.51	0.03	0.69

IMPORTS.

Total	4.42	4.18	5.44	6.97	7.38	8.15
Dry cargo	3.17	3.52	4.36	7.04	7.70	8.44
Tankers	5.70	4.99	6.54	4.35	3.96	4.54

LEGAL DIVISION.

Some of the important cases that counsel participated in on behalf of the Port of Boston during the past fiscal

year, and which concern the protection of the port as it affects its competitive position, are as follows:

Export Ex-Lake Grain, Buffalo to New York.

[I. C. C. — I. & S. Docket 5641.]

This proceeding was discussed in our last year's report and involved an effort on the part of the rail carriers serving the ports of Portland, Maine; Boston, Massachusetts; Albany, New York; and New York, New York, to equalize the rates applicable on ex-lake export grain from Buffalo to the aforementioned ports with the rates to Philadelphia and Baltimore. Previously these latter two ports had a differential of one half cent per 100 pounds. This is one of the most important proceedings that the Port of Boston has participated in in recent years, as it has a bearing on the whole adverse differential adjustment that has been handicapping the Port of Boston for years. Further, because it is the first time that the rail carriers themselves initiated action to meet a competitive rate situation.

On May 4, 1950, the Interstate Commerce Commission handed down an adverse decision refusing to permit the equalized rates to become effective. The rail carriers supported by the port organizations, including the Port of Boston Authority, then filed petitions seeking reopening, reargument and reconsideration.

This appeal is now pending and is under active consideration by the Interstate Commerce Commission, who recently issued a notice further postponing the effective date of their order until November 30, 1950.

It appears that final action by the Interstate Commerce Commission can be expected in the reasonably near future. Should the decision of the Interstate Commerce Commission be adverse, the next step would be an appeal to a statutory federal court, then to the U. S. Supreme Court. The U. S. Supreme Court has always upheld the right of a rail carrier to reduce its rates to meet competition, providing such rates are within the zone of reasonableness and not otherwise violative of any provisions of the Interstate Commerce Act.

*Secretary of Agriculture v. Atlanta and St. Andrews Bay
Railroad, et al.*

[I. C. C. Docket 30229.]

This proceeding involved a complaint filed by the Secretary of Agriculture assailing the failure of certain southern rail carriers to absorb wharfage and handling charges at certain South Atlantic ports.

The Authority intervened because absorption of wharfage and handling charges is a subject matter the Port of Boston Authority is vitally interested in at the present time.

*Walter P. Gardner, Trustee of the Central Railroad Company
of New Jersey v. Akron, Canton and Youngstown
Railroad Company, et al.*

[I. C. C. Docket 29162.]

This is an appeal from a decision of the Interstate Commerce Commission involving the measure of the allowance for car-float or lighterage service at New York Harbor that is made to the harbor carrier performing such service.

The Port Authority participated in the original proceeding a few years ago, as it would be to the advantage of the Port of Boston if the contentions that the rail carriers serving New York Harbor and performing these marine services were granted larger divisions of the through rates due to the recent heavy increases in their terminal costs.

Cotton Linters, Texas to Texas and Louisiana Gulf Ports.

[I. C. C. — I. & S. Docket 5785.]

The Authority intervened in this proceeding, as it involved the measure of the through coastwise rates from Texas origins of cotton linters moving via Texas and Louisiana Gulf ports to North Atlantic ports, including the Port of Boston.

Prior to the hearing in this case the matter was satisfactorily adjusted and the rates complained of were withdrawn.

Alcoholic Liquors within Official Territory.

[I. C. C. — I. & S. Docket 5833.]

The Port of Boston Authority participated in this proceeding due to the action of the rail carriers in publishing much lower rail rates to become effective between points within official territory in order to meet motor truck competition. However, the tariffs of the rail carriers that were suspended, containing these materially reduced rail rates, were restricted so these rates would not be applicable on traffic interchanged at North Atlantic ports, including the Port of Boston, Massachusetts, with coastwise, intercoastal and water carriers operating in the foreign trade routes.

The intercoastal and coastwise water carriers, including those serving the Port of Boston, protested these rates as being discriminatory, unduly prejudicial to water carriers, and unjustly preferential to rail carriers, and succeeded in securing suspension. Hearings have been held, briefs are due November 16, 1950, and the matter will then be decided by the Commission.

Increased Freight Rates.

[I. C. C. Docket MC-C1115.]

This proceeding involved an effort on the part of the motor truck carriers operating in New England and New York City area to obtain increased freight rates.

Counsel for the Authority participated in these proceedings in order to protect the competitive position of the Port of Boston with the Port of New York.

Cross-examination of witnesses representing the motor carriers who introduced exhibits containing their cost studies will be held on November 27, 1950, at Boston, Massachusetts.

Application of Pan-Atlantic S.S. Corporation to extend present water service to Houston and Galveston, Texas.

[I. C. C., W-376, Sub. 10.]

The Port Authority intervened and actively participated in this proceeding at the hearings held in Houston,

Texas, last June, in support of the application of the Pan-Atlantic S.S. Corporation.

The Authority is seeking favorable action on the application, as such would result in a most valuable service for the Port of Boston being permitted to commence operations.

Briefs have been filed and it is expected that the decision of the Interstate Commerce Commission should be forthcoming in the near future.

*United States of America v. Ann Arbor Railroad Company,
et al.*

[269 I. C. C. 141.]

The Interstate Commerce Commission in the above-entitled proceeding dismissed a complaint brought by the U. S. Department of Justice on behalf of the Department of the Army seeking reparation on past shipments handled over the U. S. Army Base Piers at the port of Norfolk, Virginia.

Reparation sought by the Department of Justice involved an allowance for handling and wharfage charges on rail shipments moving through those piers.

The decision of the Interstate Commerce Commission had been appealed on matters not concerning the merits to the U. S. Supreme Court, who have now remanded the case for consideration on its merits instructing the further proceedings be entertained by a single justice.

The Authority is now awaiting a decision of the federal courts, as the issues involved are of importance to the Authority and ocean terminal operators at Boston.

*In the Matter of the Application of the A. P. L. to continue
Operation of the Straits-Atlantic Freight Service, C-2,
after December 31, 1949.*

The Authority intervened in this proceeding in support of the American President Lines' application, as the service in question has proven to be a most valuable one to the Port of Boston and an adverse decision would

eliminate a most needed steamship service to the Far East, including Indonesia and Straits Settlement ports.

The Port of Boston Authority, through counsel, presented witness, and has filed briefs and participated in oral argument before the then United States Maritime Commission in support of the application. The matter of a decision in the proceeding has now been referred to the Federal Maritime Board, recent successor to the United States Maritime Commission.

LABOR RELATIONS.

Employment.

To effectuate the continued extraordinary movement of water-borne cargo through the Port of Boston for the fiscal year ending June 30, 1950, it has been necessary to employ additional cargo handlers to handle this peak movement of water-borne cargo. Presently all industry and the workers engaged therein are participating in this movement of cargo.

Co-operation.

Realizing the necessity of a course helpful to the continued success of this all-important flow of cargo through the port, management and labor have worked together in a harmonious manner. In the month of October, 1949, an agreement was negotiated and ratified for a period of two years.

Since the year 1945, the year the Port of Boston Authority began operations, there has not been a single strike on the water front of Boston. Minor disputes are in every case settled to the satisfaction of the Boston Shipping Association and the International Longshoremen's Association, which insures the continued co-operation of management and labor in the future, and will facilitate and further the program of the Port of Boston and the Commonwealth of Massachusetts.

*Daily Employment Statistics. — Longshoremen Handling General Cargo
in the Port of Boston, July 1, 1949, to June 30, 1950.*

	Average Employment Daily.	Maximum Employment.
1949.		
July	391	953
August	525	1,071
September	484	911
October	534	1,109
November	616	987
December	667	1,140
1950.		
January	625	1,233
February	687	1,197
March	791	1,268
April	706	1,434
May	759	1,368
June	780	1,361
1949-1950.		
Annual average		713
1948-1949.		
Annual average		464

The above statistics do not include sugar refinery workers, lumber handlers, warehouse helpers, coal, oil, sulphur and iron ore unloaders, weighers and samplers, and maintenance personnel employed in the port, as well as clerical help.

COMMONWEALTH PIER No. 5, OPERATIONS.

During the fiscal year 248 vessels were accommodated and serviced at terminals under the supervision of the Operations Division. This included 12 vessels at Commonwealth Pier No. 1, and also the first vessel to discharge cargo at the new Hoosac Pier. The pier facilities of the Authority were used by almost all steamship companies and agents represented or engaged in business in Boston during the year.

Total Tonnage and Passengers.

TERMINAL.	Number of Vessels.	TONNAGE.		PASSENGERS.	
		Inward.	Outward.	Inward.	Outward.
Commonwealth Pier No. 5 . . .	235	197,542	100,548	22,402	3,685
Commonwealth Pier No. 1 . . .	12	7,887	1,313	9	None
Hoosac Pier	1	1,510	None	None	None
		306,939	101,861	22,411	3,685
Total	248	408,800		26,096	

The above tonnage represents a notable increase over previous years, and whereas the pier revenue is largely dependent upon the tonnage handled, the financial return to the Commonwealth was likewise increased.

The following events of importance and interest to the Port of Boston took place, with which the Operations Division was actively concerned:

(a) Rendered assistance to the Displaced Persons Committee in organizing groups for successful pier operations.

(b) Planned the particulars and details necessary to assure success in the sailing from Commonwealth Pier No. 5 of the first post-war group of pilgrims assembled from all sections of the Commonwealth.

(c) Conferred with and advised officials of the French line to effect an efficient operation in the departure of tourists sailing aboard the "Ile de France" on the ship's initial post-war visit to Boston.

(d) Co-ordinated groups and organizations to establish a record in moving the largest shipment of wool handled at Commonwealth Pier No. 5. A public letter of commendation, expressing complete satisfaction, was received from the Boston Wool Trade Association.

(e) Placed Commonwealth Pier No. 1, East Boston, in temporary service and operated it by Port Authority with duties performed by Port Authority personnel, for the purpose of accommodating commercial shipping interests and relieving congestion at other Boston piers.

(f) Pier guards were commissioned Special State Police by legislation, and after receiving training, were placed in uniform, thus affording a greater degree of protection for the Commonwealth's interest.

(g) Operations Division, in response to a petition, requested a portion of the new Hoosac Pier be placed in immediate operation to accommodate pressing port business when no other berthing space was available.

Castle Island Terminal.

This terminal continued under operational jurisdiction of the Authority under a federal interim permit, with Terminal Operators, Inc., acting as operating agents under an agreement with the Authority.

During the year, 223 ships were berthed at the terminal, representing an increase of 115 ships, or more than double the 108 accommodated during the previous fiscal year.

General cargo transshipped was 113,615 tons, including newsprint, wool, coffee and sugar. This exceeded by 69,712 tons the cargo handled during the previous fiscal year. In addition, this terminal is one of the largest lumber terminals on the Atlantic Coast, and 151,748,739 board feet were handled during the year. This represented an increase of 85,388,005 board feet over the 66,360,005 board feet handled in the 1949 fiscal year.

Maintenance.

Water-front structures require steady maintenance to keep them in top operating condition. During the year Commonwealth Pier No. 5, which is a two-deck pier more than 1,400 feet long and now thirty-five years in operation, and the viaduct leading to it, which was constructed at the same time, were kept in repair by a variety of operations. Included were the removal of the parapet wall of the viaduct and its replacement by a chain link fence for the protection of foot and motor traffic; repairs to the head-house of the pier; modernization of a freight elevator; waterproofing and resurfacing of the observation platform and the west side of the concourse; repairs to

the parapet wall and deck of the concourse, and pointing and repairing the powerhouse chimney. Twelve new cargo-loading platforms were installed for the protection of water-front workers and the more efficient handling of cargo on the upper deck.

At Castle Island Terminal, Buildings 29 and 44 were altered to meet the requirements of increasing business. Repairs were made at Commonwealth Pier No. 1, East Boston, to permit this pier, under navy control for a number of years, to be pressed into operation during the winter to prevent diversion of cargo vessels to other ports with consequent loss of wages to longshore workers and loss of revenue to local transportation companies and industries.

PROMOTION AND SOLICITATION.

The Authority continued its sales efforts during the fiscal year with representatives of its home office staff making 1,466 calls in 164 communities in the north-eastern area, while the representatives at the branch offices in New York, Washington and Chicago presented the advantages of the port to more than 3,000 shippers and business men.

Transportation companies serving the port were supplied with sales leads on 11,732 import shipments destined to New York, Canada and the Midwest, which entered through competing ports. All New England manufacturers whose exports were financed under the E. C. A. program, were apprised of the advantages of Port of Boston routings.

Visitors.

During the fiscal year 214 traffic managers, exporters, importers and representatives of transportation agencies were personally conducted on educational tours of the port facilities.

Delegations from the United Kingdom, Japan, Germany and a number of South American countries were received at the port and were conducted on inspection trips.

Foreign Trade Convention.

The Authority was represented at the 36th National Foreign Trade Convention at New York in November, 1949, and welcomed more than 2,000 delegates to its exhibit. Representatives of Boston banks and transportation agencies co-operated in presenting the Port of Boston's story to the delegates.

ADVERTISING AND PUBLIC RELATIONS.

The Authority engaged Arnold and Company, Inc., of Boston, as advertising counsel to assist in presenting the advantages of the port to the nation's shippers.

Space Advertising.

Newspaper advertising was placed in the Boston Herald, Boston Post, Boston Globe, Boston Traveler, Boston Sunday Advertiser, Holyoke Transcript, New York Journal of Commerce and Chicago Journal of Commerce. Advertisements were also placed in World Ports, Boston Business, Nautical Gazette, Traffic World, Shipping Digest, American Import and Export Bulletin, Industry, Exporter's Digest and the Maritime Association Annual.

Motion Picture.

"Boston, the Shipper's Port," a twenty-two minute sound motion picture in color, was prepared by the Authority during the fall and winter of 1949 and the spring of 1950. The film is a factual presentation of the advantages of the Port of Boston, with views of existing facilities and models and plans of the modernization program.

Glimpses of the history of the port and of historical shrines in the port area provide an agreeable departure from the commercial aspects of the film. The effect of a successful port on New England industry is depicted

by sequences showing the arrival of raw materials and their processing in shoe, soap and sugar firms. The advantages of "Straight-Line Shipping" with its avoidance of costly double-handling are stressed.

The film was first presented in May for His Excellency, Governor Paul A. Dever, the Executive Council and the members of the General Court. A special showing for ranking editors of the Boston Traveler, Boston Post, Boston Herald, Record-American-Advertiser, Boston Globe and Christian Science Monitor followed. Valuable suggestions made at this showing of the original print were incorporated in subsequent prints.

By the close of the fiscal year, the picture had been viewed by more than 5,000 persons. Authority speakers accompanied the film in many of its presentations.

Bookings for the fall and winter include showings at the National Convention of the Propeller Clubs at Baltimore, the New Bedford Traffic Club, the Holyoke Chamber of Commerce, the National Foreign Trade Convention at New York, before a delegation of foreign bankers under the sponsorship of the First National Bank of Boston; over television stations WBZ and WNAC; over the Dumont Television Network from New York; and over the American Broadcasting Company's nationwide television network.

An experimental showing before pupils of the Lynn schools was held in June. The response was such as to convince the Authority that the film is a valuable educational tool, and a number of bookings for school showings have been arranged for the fall.

Additional sequences will be filmed from time to time for addition to the picture, so that it may be kept constantly up to date.

Sales Literature.

A handy memo pad and calendar, with a beautiful photograph of Minot's Light, off Cohasset, on the cover, was distributed to 5,000 shippers, business men and ship's officers. The sailing list, issued monthly, including

advance sailings from the Port of Boston, and the names and addresses of steamship lines and agents, is sent to more than 6,500 business men. Fliers advertising new steamship services to the Mediterranean and Caribbean were mailed to shippers interested in trade in those portions of the world.

Publicity.

The Authority issued numerous press releases and photographs designed to keep the public acquainted with its work and to increase the business of the Port of Boston. Assistance was given in the preparation of special articles for all Boston newspapers, for Industry Magazine, World Ports, the Nautical Gazette, Industrial Teamwork and Mast Magazine. Assistance was given Lowell Institute in preparation of two half-hour programs centering on the Port of Boston for broadcast over Station WHDH.

Hoosac Pier Dedication.

The new Hoosac Pier No. 1, at Charlestown, was dedicated in May as the climax of the Boston Jubilee, and in observance of National Maritime Day. The opening of the first commercial terminal to be built in Boston in more than thirty-seven years was made a notable event, with the co-operation of the Boston Chamber of Commerce and the National Maritime Association.

ENGINEERING.

Hoosac Pier No. 1.

The construction of the Hoosac Pier in the Charlestown district of the city of Boston was started in 1947, and was dedicated on May 23, 1950. This large three-berth general cargo terminal for water-borne commerce has a fireproof substructure, and is the most modern port terminal on the east coast. The transit cargo shed covers an area of approximately five acres, and has the conveniences and facilities for the efficient interchange of rail and truck transported cargo with ship. The entire

terminal is enclosed with a chain link type of fence, providing adequate and proper security for the cargo and facilities. An adjunct of the pier, a building known as the battery-charging building, has been constructed on the west side of the terminal. This building provides a large hall for forming working parties of longshoremen, repair of pier cargo-handling equipment, and charging of batteries of battery-operated equipment. There is also a substantial parking area adjacent to this building.

It is anticipated that the Hoosac Pier will be turned over to the Boston & Maine Railroad for operation in accordance with their lease with the Authority on or about August 1, 1950. This port terminal marks the first completed step in the master plan for the development of the Port of Boston, and is the first commercial general cargo terminal completed within the port during the past thirty-seven years.

Mystic Pier No. 1.

The Mystic Pier No. 1 project is the second step in the "Master Plan" for the development of modern port terminal facilities in the Port of Boston.

This pier in functional layout is similar in all respects to the Hoosac Pier No. 1, approximately 900 feet long by 468 feet wide with a 25-foot working apron on the north and south piers and 20 feet wide on the east berth. The transit shed on the pier will be a one-story building, constructed entirely of fire-resistant materials, approximately 418 feet wide by 580 feet long, having a total floor area of about 246,000 square feet.

The preparation of the detailed plans and specifications for the project were completed by the consulting engineers, Thomas Worcester, Inc., 84 State Street, Boston, in February, 1950.

On May 23, 1950, a contract was awarded for the construction of the complete substructure and superstructure, exclusive of trackage, fire alarm system and dredging, to the Merritt-Chapman & Scott Corporation on the basis of their total low bid of \$3,472,117.21. It is expected that this contract will commence about the first of August.

This second step in the port development is expected to be completed near the end of 1951.

East Boston Pier No. 1.

The proposed East Boston Pier No. 1 is the third step in the "Master Plan" for modernizing the port terminal facilities.

On July 1, 1949, the Authority consummated an agreement with the New York Central System for the purchase of Piers Nos. 2, 3, 4 and 5 and pertinent facilities south of Marginal Street in East Boston, and the lease of the proposed new facility to be constructed on the site of Commonwealth Pier No. 1 and so-called Boston and Albany Pier No. 2, together with the remainder of the property in the aforesaid purchase. This agreement, approved by the Governor and Council on June 29, 1949, provided for the purchase of the property at a price of \$3,000,000 and the construction of a new pier, including certain improvements to the grain-handling facilities at a cost not exceeding \$4,500,000. This project was authorized by chapter 545, Acts of 1948.

The construction of the new terminal on the site of Piers Nos. 1 and 2 is the first stage in a comprehensive program for the development of the entire area between the South Ferry and the Simpson Shipyard in East Boston. The remainder of the program is a future consideration.

The proposed pier is 600 feet long and 390 feet wide, with 25-foot wide working aprons on side berths and 20 on the outboard end.

Included in this first step is the modernization of the grain elevator facilities. It is proposed to increase the shiploading capacity of one grain leg on Pier No. 4 from 10,000 to 30,000 bushels per hour, install additional trippers in each grain leg, new grain-loading spouts, remove one leg on Pier No. 3, and rehabilitate the remaining leg on Piers Nos. 3 and 4.

In July, 1949, a field engineer's office was established at Commonwealth Pier No. 1 in connection with the hydrographical and topographical survey of the pier site.

The field survey work necessary for the design has been completed.

Castle Island Terminal.

The Castle Island Terminal, constructed by the U. S. Army during World War II, occupies approximately 76.5 acres of Commonwealth land leased to the federal government until 1961. After the war the terminal was declared surplus and turned over to the War Assets Administration for disposal. The Navy Department then obtained custody of this property as a standby facility for the duration of the lease.

Since 1945 the Port of Boston Authority has been operating this terminal under an interim permit from the federal government, during which period negotiations have been conducted for the acquisition or lease of the terminal until 1961 by the Authority.

With the object of expediting the materialization of the urgently needed improvements to the terminal by having the plans and specifications ready when the lease is executed, the Authority on February 23, 1950, made application to the General Services Administration for an advance in funds to cover the plan preparation. The project was approved for an advance of \$44,000 to cover the plans and specifications on the first stage development.

On April 20, 1950, the Authority made an agreement with Drummey-Duffill, Inc., of Boston for architectural and engineering services on the first stage development of the terminal. Work on the plans is proceeding according to schedule for bids about December, 1950.

Shore Protection.

During the fiscal year, the Authority completed 2,730 feet of shore protection in the towns of Hull and Weymouth, at a cost of \$55,800.77, 50 per cent of which was borne by the communities and the county of Plymouth.

Wrecks and Hulks.

Three sunken hulks were removed from the Weymouth Fore River at a cost of \$4,450, after it was found impossible to locate a responsible owner.

Dredging.

A channel 1,800 feet long by 120 feet wide was dredged in Dorchester Bay at a cost of \$19,000. A contract for dredging a channel and mooring basin off Hough's Neck, Quincy, was awarded on May 2, 1950, at a cost not to exceed \$40,000, of which the city of Quincy will contribute half. To permit use of the existing waterway during the summer months, the work will be completed in the fall.

Oil Pollution.

Substantial improvement was made in conditions in the Mystic River and in the tidewaters in the Weymouth, Quincy and Fort Point Channel areas. The program in the Weymouth area has resulted in the opening of several clam flats for commercial digging.

Borer Investigation.

The study of marine borer activity in the tidewaters of Boston Harbor was continued during this period in co-operation with the New England Committee on Marine Piling Investigation.

Fort Point Channel.

The Authority was directed to study and prepare a report on the filling of Fort Point Channel in the South Bay of Boston Harbor, with recommendations on the utilization of the area filled. A brief report on the project was submitted in compliance with chapter 66 of the Resolves of 1948. This report indicated the vast possibilities for improving the city in relocation of the market district, highway traffic congestion, parking,

location for the Central Artery, and provision for additional taxable property, and was the basis for the study and report submitted in accordance with chapter 36. In order to prepare this comprehensive report the Legislature provided the sum of \$50,000. An engineering agreement was consummated with Thomas Worcester, Inc., of Boston, in the fall of 1949 for the study and preparation of a detailed report, including recommended legislation. The report was completed in May, 1950, and submitted on May 15, 1950, to the General Court for consideration.

Future Projects.

During the past year, considerable study has been given to development of the water-front area on Northern Avenue between the Fort Point Channel and Commonwealth Pier No. 5. This appears to be an ideal location for a much-needed passenger terminal using water-borne transportation. The necessary adjunct of a proper port is passenger terminal facilities. The Port of Boston does not have an adequate or proper passenger terminal. In addition to the passenger terminal there is a great need for an industrial or commercial building for processing and warehousing water-borne cargo. With these two items as a basis, a study is being conducted for the development of the most modern and efficient passenger terminal in the world.

Considerable thought has also been given to the need for preventive measures against a water-front conflagration resulting from a disaster occurring at any of the oil terminals in the Chelsea River area. This study is being prepared for submission to the General Court for their consideration at the coming session. This project is so vital to the existence and welfare of the entire port, especially in these uncertain times, that it should be given top priority.

Development of Waterways.

As in the past, the Authority has worked closely with the Division Engineer, New England Division, Corps of

Engineers, on the development of waterways in Boston Harbor to meet the needs of navigation.

During this period the U. S. Engineers have agreed to make a hydrographic survey of the existing conditions in the Neponset River Channel, with the view of determining whether or not maintenance dredging is required to attain project depths. They have made a survey of the Reserved Channel, and a plan has been established for the removal of the bad shoals in this very important waterway by co-operation of the U. S. Engineers, U. S. Maritime Commission and the Authority.

In regard to the proposed deepening of the Fore River Channel from the open sea, the Authority has gone on record with the U. S. Engineers as highly recommending this urgent, needed improvement to the existing project.

REAL ESTATE AND INSURANCE DIVISION.

The Real Estate and Insurance Division prepared and processed 32 licenses and 25 permits during the period July 1, 1949, to June 30, 1950.

The estimated cost of improvements to Boston Harbor authorized by licenses and permits during the past year is \$1,354,600, with 7 licenses and 4 permits yet to be completed on which an estimated cost of \$10,280,000 is made.

FISCAL DIVISION REPORT.

The fiscal report of the Authority, as provided for in section 1 of chapter 91A of the General Laws, follows:

Port of Boston Authority — Summary of Receipts, June 30, 1950.

	July.	August.	September.	October.	November.	December.
Castle Island	—	\$19,343 63	\$1,500 00	—	—	\$4,500
Commonwealth Pier No. 5 .	\$8,904 09	50,694 88	13,860 54	\$20,639 30	\$15,727 63	7,925
Certified copying charges .	—	1 00	3 00	8 00	4 00	4
License charges	7 13	9,961 40	8 25	115 00	375 00	1,392
Miscellaneous "	7 20	—	—	—	—	—
Miscellaneous sales	—	—	—	—	—	—
Pay station receipts	30 75	34 49	39 12	35 08	33 91	50
Rentals	24,145 51	5,239 87	16,230 67	25,834 87	4,305 67	15,292
Rentals of Commonwealth Facilities, East Boston.	—	14,125 00	7,062 50	14,125 00	—	7,062
Commonwealth Pier No. 1 .	—	—	—	—	—	—
Reimbursement for property damage.	—	—	—	—	—	—
Sale of equipment	—	—	—	—	—	—
Sale of land	—	—	—	—	—	85,000
Contributions	—	—	2,500 00	12,500 00	—	—
	\$33,094 68	\$99,400 27	\$41,204 08	\$73,257 25	\$20,446 21	\$121,227
Commonwealth Pier No. 5:						
Dockage, lying at berth . . .	\$350 00	\$500 00	\$400 00	\$1,500 00	\$600 00	\$150
Dockage, inward	1,905 03	1,008 03	1,596 28	1,465 52	2,328 51	1,237
Dockage, outward	765 51	333 64	1,601 04	773 65	836 91	1,201
Light	115 80	221 74	89 12	356 59	204 45	193
Locker	731 45	671 45	671 45	1,076 45	731 45	611
Elevators, use of	—	—	—	—	—	—
Miscellaneous	33 00	99 00	132 00	231 00	165 00	33
Passengers	678 50	1,681 00	1,981 00	4,687 00	2,989 50	636
Portable offices	—	—	—	—	—	—
Use of pier by navy	—	40,039 45	—	—	—	—
Rent	128 60	305 00	293 00	126 00	178 60	128
Storage in transit	80 00	162 00	—	—	—	—
Water	240 23	229 01	272 03	707 84	463 68	191
Wharfage, inward	1,966 06	3,919 75	2,699 84	6,344 16	3,976 78	1,472
Wharfage, outward	1,733 82	1,436 63	3,755 27	3,132 48	3,153 21	1,940
Wharf storage	176 09	88 18	369 51	238 61	99 54	128
Gangways, use of	—	—	—	—	—	—
Railroad tonnage, in	—	—	—	—	—	—
Railroad tonnage, out	—	—	—	—	—	—
	\$8,904 09	\$50,694 88	\$13,860 54	\$20,639 30	\$15,727 63	\$7,925

Port of Boston Authority — Summary of Receipts, June 30, 1950 — Concluded.

January.	February.	March.	April.	May.	June.	Total.	Previous Year.
-	\$3,000 00	\$1,500 00	\$1,500 00	\$2,350 00	\$22,829 22	\$56,522 85	\$38,815 57
16,410 40	13,848 39	18,698 22	15,684 00	17,530 85	14,925 67	214,849 73	163,052 05
2 00	1 00	8 00	1 00	2 00	6 00	40 00	65 00
212 88	1,688 55	25 84	-	1,700 00	-	15,486 20	11,207 58
-	-	-	4 16	2 00	-	13 36	81 08
-	-	-	-	-	220 00	220 00	1,118 25
36 08	50 06	49 89	48 68	49 01	42 75	500 66	293 82
23,734 87	4,269 00	16,173 64	4,229 84	23,011 54	14,340 82	176,808 64	155,268 17
7,062 50	7,062 50	7,062 50	7,062 50	7,062 50	7,062 50	84,750 00	-
-	265 25	584 50	827 62	845 94	533 12	3,056 43	-
-	-	-	-	-	227 75	227 75	34 45
-	-	-	500 00	-	-	500 00	-
-	-	-	-	-	-	85,000 00	-
-	-	-	20,000 00	-	3,266 07	38,266 07	56,000 00
\$7,458 73	\$30,184 75	\$44,102 59	\$49,857 80	\$52,553 84	\$63,453 90	\$676,241 69	\$425,935 97
\$100 00	\$400 00	\$350 00	\$400 00	\$100 00	\$250 00	\$5,100 00	\$7,550 00
2,932 94	1,313 53	2,726 43	2,179 76	2,302 18	2,382 63	23,378 61	12,678 18
1,195 78	915 55	1,237 16	1,074 28	591 65	1,991 93	12,518 50	10,040 81
331 63	184 76	621 66	578 41	329 39	323 52	3,550 94	3,942 84
1,011 45	486 45	1,456 45	266 45	1,216 45	1,011 45	9,942 40	7,347 40
-	-	-	-	-	-	-	-
-	-	66 00	-	-	-	759 00	206 80
51 00	58 00	1,426 00	107 00	52 50	99 50	14,447 00	4,095 50
-	-	-	-	-	-	-	-
-	-	-	-	-	-	40,039 45	17,802 59
293 60	776 60	428 60	393 10	551 70	168 00	3,771 40	2,604 84
270 00	-	-	-	-	120 00	632 00	2,250 00
305 01	163 11	409 34	339 48	223 86	318 45	3,863 72	1,816 87
5,827 47	6,695 01	6,455 08	8,493 84	8,755 95	4,916 39	61,523 09	37,009 39
3,772 70	2,642 68	3,156 60	1,665 79	2,894 69	3,190 57	32,474 69	25,594 73
318 82	212 70	364 90	185 89	512 48	153 23	2,848 93	5,157 68
-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	15,338 94
-	-	-	-	-	-	-	9,615 48
16,410 40	\$13,848 39	\$18,698 22	\$15,684 00	\$17,530 85	\$14,925 67	\$214,849 73	\$163,052 05

Port of Boston Authority — Summary of All Appropriations, June 30, 1950.

	Appropriation.	Allotment.	Expenditure.	Cash Balance.	Encumbrance.	Unencumbered Balance.	Unallotted Balance.	Unencumbered and Unallotted Balance.
3140-01	Administration	\$348,990 00	\$328,030 97	\$12,199 03	\$6,925 63	\$5,273 40	\$8,760 00	\$14,033 40
3150-01	Maintenance of property . .	340,820 00	313,717 28	24,672 72	18,997 01	5,675 71	2,430 00	8,105 71
2812-01	Dredging Port of Boston . .	88,266 07	56,057 05	32,209 02	29,780 11	2,428 91	-	2,428 91
2812-02	Certain dredging	20,000 00	19,134 92	865 08	43 48	821 60	-	821 60
8320-00	Boston Harbor Facilities Loan (1945).	\$798,076 07	\$716,940 22	\$69,945 85	\$55,746 23	\$14,199 62	\$11,190 00	\$25,389 62
8308-00	Boston Harbor Terminal facilities Loan (Mystic).	\$7,998,374 53	\$2,021,840 86	\$675,696 77	\$408,186 48	\$267,510 29	\$5,300,836 90	\$5,568,347 19
		4,609,918 82	95,077 51	3,814,841 31	3,508,150 95	306,690 36	700,000 00	1,006,690 36
		\$12,608,293 35	\$2,116,918 37	\$4,490,538 08	\$3,916,337 43	\$574,200 65	\$6,000,836 90	\$6,575,037 55
	<i>Federal Grant.</i>							
4104-70	Castle Island Terminal . .	\$11,000 00	-	\$11,000 00	-	\$11,000 00	-	\$11,000 00
	<i>Special Appropriations.</i>							
3145-01	Freight Differential rates investigation.	\$30,000 00	\$19,075 72	\$10,924 28	\$750 38	\$10,173 90	-	\$10,173 90
3150-45	Investigation and study . .	50,000 00	40,000 00	10,000 00	-	10,000 00	-	10,000 00
		\$80,000 00	\$59,075 72	\$20,924 28	\$750 38	\$20,173 90	-	\$20,173 90

CONCLUSION.

The Authority, as it concludes the fiscal year 1949-1950, feels that the year has been one of progress.

General cargo business has been good, the new Hoosac Pier No. 1, the first of the necessary new water-front terminals, has been completed, and the Authority, out of its revenue, has met the cost of maintenance, operations and personnel. A number of new steamship services have been added and several lines have extended existing services.

The Authority wishes to express its appreciation for the co-operation of His Excellency, Governor Paul A. Dever, and the members of the Executive Council; of the members of the Great and General Court and of its Committees on Ways and Means and Harbors and Public Lands; of the civic organizations and clubs interested in maritime affairs; of the newspapers, radio stations and television stations of New England, which have given generously of space and time in support of its activities; and of the steamship companies, banks, water-front labor organizations, transportation companies and shippers groups, which have been of great assistance.

Respectfully submitted,

JAMES R. NOLEN,

Chairman.

ALEXANDER MACOMBER.

BERNARD R. BALDWIN.

WALTER A. McDONOUGH.

GERALD HENDERSON.

JOHN M. BRESNAHAN,

Acting Director.







—→

